

CREAM

RICH
THICK
CREAM

See Below

The China Mail.

ESTABLISHED 1845

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AND SOUTH CHINA.
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號一十月二十年三十一百九千一第

HONGKONG, THURSDAY, DECEMBER 11, 1913.

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VITAFER is the essence of finest British
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Vitafér is rich in body building and
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No. 12, Queen's Road East,
Hongkong, Oct. 2, 1913.

A GAIETY LAD'S PHILOSOPHY.

Mr. George Grossmith Blesses The
Actressocracy.

Mr. George Grossmith has been telling
some of his best stories and explaining
his philosophy of life to Mr. Stanley
Naylor, who has turned the whole into
the longest "interview" on record and
made a book of it. The book is entitled
Gaiety and George Grossmith, and is
published at 6s. net by Mr. Stanley
Paul.

"Never marry a man with baggy
trousers, girls," is "Geo-Gro Junior's"
constant advice to his lady colleagues
at the Gaiety. It sums up his attitude
towards a great many things. He is an
equally tremendous admirer of the Gaiety
girl and the thorough-going "bloke."
(as opposed to the more "put" and
of the two taken together in the form
of an "actressocratic" union. Then,
he maintains, the lady of the Gaiety
"develops into a dazzling brilliant
success" in her new role. "I can never
forget the debt I owe to the Gaiety,"
a sporting peer who married one of our
best-known actresses is never tired of
telling him, "and I love to come back."

He is the pal of all the genuine
"blokes" about town, and likes their
little ways. Here is a story told of one
of the two sons of a sporting baronet
who are said to fight permanently in the
night life of London. Supping with
the older of them in a crowded restau-
rant one evening, I remember he broke
off in the middle of a conversation on
some such serious topics as the influence
of the New Thought on Old Women, in
order to attract the attention of the
younger one, who had just entered at
the far end of the room. A "nut" in
such a case would probably have shouted
"Hi!" But my friend, being too well
bred to make such a vulgar exhibition
of himself, adopted a simpler expedient;
with much the same end as he might
have passed me the mustard, he threw
a plate at the other young man's head.
The shot was a good one, and undoubt-
edly would have struck home, had not
a busy but heedless waiter suddenly
rushed into the immediate line of fire
and been instantly felled instead. The
only person who took the incident calmly
seems to have been the man who threw
the plate. "I didn't mean to hurt the
waiter. If a man can't throw a plate
at his own brother, who can he throw
it at?" was his reply to the manager,
so he handed the injured waiter a budget
of bank notes.

Mr. Grossmith discusses Gaiety girls
very entertainingly and with much frank-
ness. Their selection he likens to deal-
ing in "futures" on the Stock Exchange.
I remember once a lady recruit at the
Gaiety whose singing-master had pro-
phesied great things of her, was entrus-
ted with eight bars to sing in the finale
of the first act. Immediately the cur-
tain was rung down the stage manager
quickly came round to know the reason
of "the long stage-wait." "Oh, that
wasn't a stage-wait," somebody told him,
"that was Miss So-and-So singing her
solo."

On the other hand, he has known
cases of girls, gawky and unattractive at
first, who, after a year or two in the
obscure at the Gaiety, have discovered
the most potent secret of the actress—
how to charm. One of the best stories
is that of the elderly gentleman at Goring
Hospital, who, on Mr. Grossmith being
printed out to him, was overheard to
exclaim, "Well, well, you do surprise
me! He's quite a gentlemanly-looking
young fellow, considering what he is."

BUSINESS NOTICES.

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MILKMAID THICK RICH CREAM

A CREAM THAT CAN BE WHIPPED, BUT CANNOT BE BEATEN.

It is simply PURE CREAM.

Contains NO PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with Stewed and tinned Fruits, Fruit salads, etc.

Packed in 3 sizes of tins.

25 cts. per 4 oz tin
35 " " 5 " "
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THE STATION HOTEL

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Hot and Cold Water System throughout.
Best of Food and Service.

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UNRIVALLED position in the Hill
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Numerous quiet Suites with luxuriously
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Telephones in Bedrooms and Sitting-room
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Rooms on First-class Level.

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STANDING in its own grounds with
European and Chinese Lanes, Large
Aire and Well Furnished Rooms, Every
home comfort. Fine View of the Harbour.
Telephone No. 620.
Apply to: Mrs. F. W. WATKINS,
Braeside, 20, Macdonnell Road,
Hongkong, September 2, 1908.

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(NEW SHOP)

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All goods sold at reasonable Prices.
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Commission Agents.

HONGKONG, CANTON,

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Recently Renovated and Refurnished.
Self-Contained Suites of Apartments with Private
Bath-rooms attached. Luxuriously Furnished Lounge, Drawing, Reading
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PERFECT SERVICE

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THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
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100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
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PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
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MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

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SEASONABLE WEIGHTS, ENGLISH GOODS.

FIRST CLASS CUT AND FINISH

PRICE FROM \$9.50 TO \$18.00

CALL AND INSPECT THEM.

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM

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ADIRABLY SITUATED AT VICTORIA, CANTON.

Adjoining the Shamway Terrace, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms: From 45 pence day Max.

Telegraph Add: "Peak Hotel."

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HOROSCOPE, in detail, with Pro-

gressed Chart of planetary positions;

Synthetic Reading of Character and its

tendencies; Scientifically calculated present

and future prospects, etc. (All always

interesting and reliable. Horoscope) 10/-

Give Date, Hour, and Place of Birth.

ADDRESS: Maud Lindon, 1229 East

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Hongkong, Nov. 20, 1913.

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OLD CHINESE PAINTING

The work of a famous painter,

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Wong wai (王維)

In the Jung Dynasty

(1813 to 1861 A.D.)

NOW OFFERED FOR SALE

At the

WONG TAI YAT,

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Victoria House.

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Portland Cement

In Casks of 375 lbs. net.

In Bags of 50 lbs. net.

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GENERAL MANAGERS.

WARD OFF THE COUGH.

Cruickshank's Cough Balsam.

Soothes the inflamed lungs and bronchial tubes; cures
the cough and gives strength against future attacks.

\$1.00 per bottle.

Prepared only by

THE

VICTORIA DISPENSARY,

Queen's Road Central.

WITH EARLY GREETINGS

To our Numerous Customers and Patrons.

To Prevent disappointment and us a Rush at the

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PLEASE ORDER EARLY

Your Christmas Cakes, Puddings, Mince Meat, Games

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We guarantee that only absolutely the Best and Purest ingredients are

used in any of our Productions.

ALEXANDRA CAFE CO.

Hongkong, Nov. 29, 1913.

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FOR BREAD

WEISMANN'S

FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 13, 1913.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

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Speciality.

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CLUB CIGARETTES

\$3.75 per 100

THEATRE ROYAL.
TWO NIGHTS ONLYTo-night! To-night!
9.15 p.m.

The Latest, Greatest and Most Wonderful

EDISON

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ALL NEW TALKING PICTURES BETTER THAN EVER

Prices \$2, \$1, & 50 Cts.

Soldiers and Sailors in uniform and Children half-price
Booking at MOUTRIE'S.

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Established 1883

MANUFACTURERS OF

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STRAND
3" to 15"CABLE LAD
5" to 15"4 STRAND
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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

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Hongkong, April 11, 1912.

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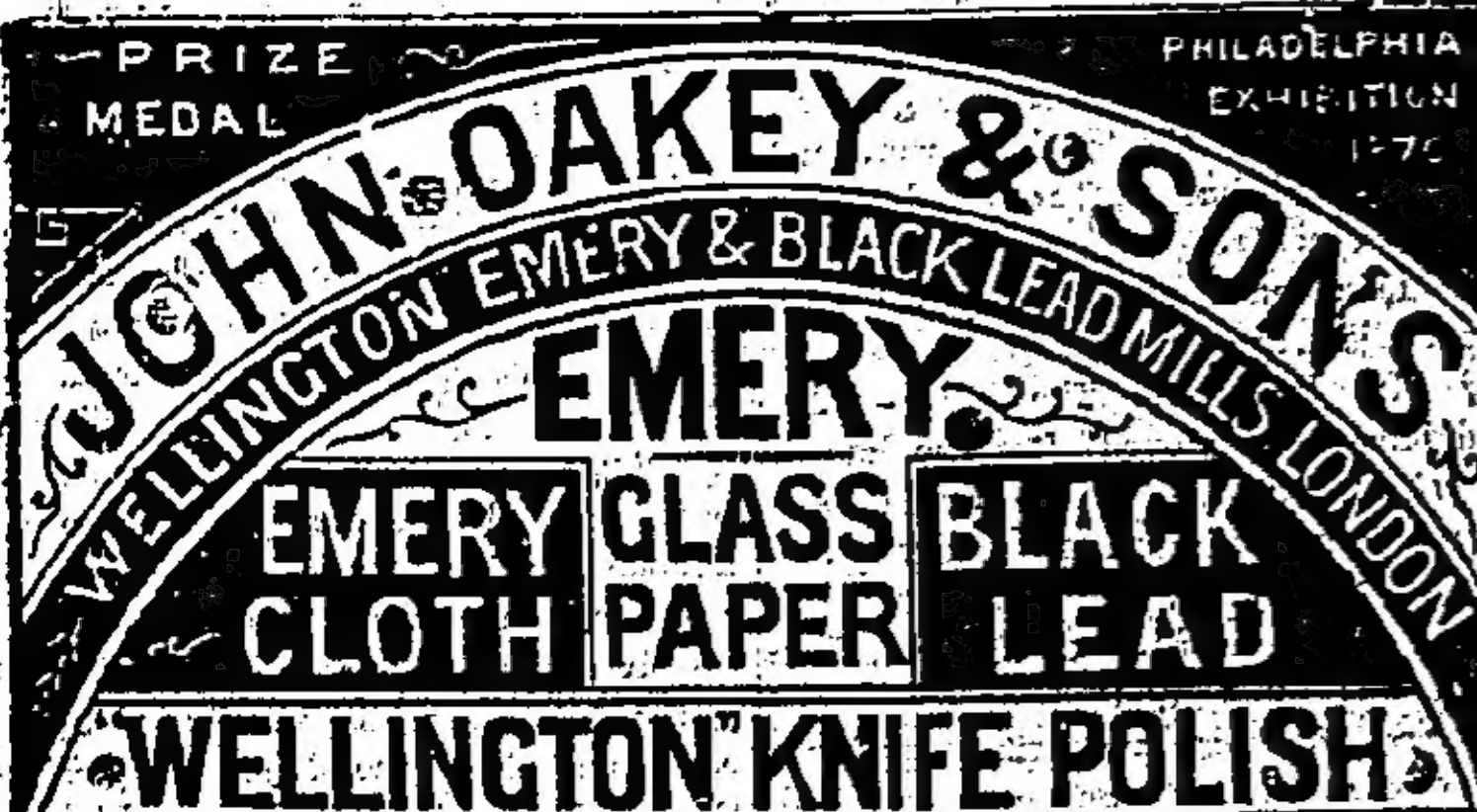
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NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs

VICHY CELESTINS
in bottles and 1/2 gallon and 1/2 pint bottles, bladder
half bottles (trouble - Gout - Gravel - Arthritis)

VICHY GRANDE-GRILLE
For Urinary and Biliary Disorders

VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED

VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters - In tins and bottles.
VICHY-ETAT TABLETS 3 or 5 after meals make digestion easy -
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.



JOHN OAKEY & SONS
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EMERY GLASS BLACK CLOTH PAPER LEAD

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The Overland China Mail

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Orders before you leave, so that you may receive it while at home.

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SORE THROAT:
The Remedy Doctors Use.

Most people know that sore throat is caused by germs, which are inhaled from the air and multiply in the throat, where they manufacture their specific poison. To cure the throat, the germs must be killed.

The only thing which will do this is a powerful germicide, yet dissolved in the saliva. It must, however, be so active only at the moment it is dissolved.

Only one preparation has this unique property. It is the one doctors use for their own sore throats—proof that it is the best. The preparation is Wulff's Formant.

A physician explains in *The Practitioner*, why doctors use it for themselves. He writes: "I have never had sore throat myself since I began to use Wulff's Formant, although I suffered periodically before."

Why doctors prescribe it for their patients is further explained in the same paper. The author states: "Having tried all the British Pharmacopoeia remedies and most of the well-known proprietary antiseptics of the day, I have become reduced to one, and one only (for sore throat), namely, Wulff's Formant."

Distinguishing patients who have used Wulff's Formant are equally emphatic in their statements. Viscount Massereux and Ferrard writes: "I have found Wulff's Formant most effective for the cure of sore throat, which quickly disappears after using a few tablets."

Such testimony must convince everyone that Wulff's Formant is the best remedy for sore throat. All chemists sell it in bottles of fifty tablets. Refuse all substitutes, and insist on having Wulff's Formant, which is manufactured under a fully patented process. Messrs A. Wulff & Co., 4, Rue de la Paix, Paris, will send a free booklet on sore throat written by a famous London doctor, to all who write for it, mentioning this paper.

proved himself to be an abominable nuisance, and "Treggle gave him a brave deal of trouble, for 'a was knacker' about the place, and wouldn't leave him alone at all. And first a was bound to the old stock up to Churchtown, and after that a was bound to the old oven in Tevinder; and after that a was bound to Dorman's Pool, where he was to this day." It is very easy to believe any awesome tale when one stands on that wild north coast and hears the wild howling dimly and fearfully round the cliffs and towers, or whistling shrilly up and down the narrow valleys, and it is no sign of cowardice to look doubtfully over one's shoulder lest the dark form of Treggle should be passing near, and to think of warm fireside, closed doors, tightly curtained windows, and lively companions.—*The Globe*.

ST. ANDREW'S BALL.

An Unrehearsed Turkey Trot At Bangkok.

Preparations for the St. Andrew's ball to be held in the United Club on Friday next are going on apace, reports the Siam Observer of November 26. Some 300 guests are to be present, and men are busily engaged erecting in the club garden the supper-tent and the blue and white bunting with which the patron saint of Scotland is associated. Local sportsmen are shooting scores of snipe, local ladies are cooking good things for the supper with their own fair hands, and the Oriental Hotel as in previous years is engaged in preparing the traditional "haggis."

Only the fortune of Allah, however, averted what might have been a terrible disaster in the culinary department of the ball, when this morning twenty turkeys which were being carted down from the Bangkok Experimental Farm were captured by the police and hauled off to the police station.

It appears that last night a dozen fine turkeys were stolen from the Police School and the postmaster, seeing the St. Andrew's turkeys carted down Suriwongse Road, at once arrested them on suspicion. It required all Mr. H. von Holck's persuasiveness to show the powers that be that these were not the missing turkeys, and it was not until the guardian of the birds lost from the police school came on the scene, and failed to identify his missing charges, that St. Andrew's "bubbley jocks" were ultimately released from duress vile. But what an escape!

The work of demolishing the dangerous crag on the famous Tor Rock at Matlock will begin shortly, the owner, Mr. F. C. Arkwright, writes, "Castle" having consented to the removal of the rock, which is a menace to railway traffic.

At a special conference of the South Wales Miners' Federation at Cardiff recently it was decided to make a levy of sixpence per man and fourpence per boy for the relief of those thrown out of employment by the Benllynid pit disaster.

The Man Who Gets There

Is the man who has blood—real rich red blood—plenty of it in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

gives blood—lots of it—lifting giving body something strength replenishing blood.

OF ALL CHEMISTS

His Britannic Majesty's Ships on the China Station.

| Name | Class | Tonnage | Comd. | L.H.P. | Commander | Last report to |
|-------------|------------------------|---------|-------|--------|------------------------------------|---------------------|
| Albion | despatch vessel | 1850 | 2 | 9000 | Comdr. Archibald Cochrane | Hongkong |
| Albatross | Admiralty tug | — | — | — | — | Hongkong |
| Bramble | river gunboat | 710 | 2 | 900 | Lt.-Comdr. R. S. Frithard | Shanghai |
| Britannia | river gunboat | 710 | 2 | 900 | Lt.-Comdr. W. H. Darvall | Shanghai |
| Cadmus | aloop | 1070 | 6 | 1400 | Comdr. H. E. T. Williams | Shanghai |
| Cherub | water tank and tug | 380 | — | 300 | — | Hongkong |
| Clio | aloop | 170 | 6 | 1400 | Comdr. Colin MacKenzie, D.S.O. | Hongkong |
| Fame | torpedo boat destroyer | 790 | 6 | 6700 | — | Hongkong |
| Hampshire | cruiser, 1st class | 10,850 | 10 | 20,500 | Capt. M. R. Hill | Canton |
| Kinab | river gunboat | 115 | 4 | 1800 | Lt.-Comdr. H. D. Murray | Yangtze River |
| Marlin | aloop | 1040 | — | — | Capt. F. O'Connell | Hongkong |
| Minotaur | cruiser, 1st class | 14,800 | — | 27,000 | Capt. E. B. Kiddle | Hongkong |
| Monarch | river gunboat | 130 | 2 | 800 | Lt.-Com. Alan Dixon | West River |
| Newcastle | cruiser, 2nd class | 4800 | 13 | 22,000 | Capt. Frederick A. Powlett | Hongkong |
| Nightingale | river gunboat | 15 | 2 | 240 | Lt.-Com. Malcolm Murray | Yangtze River |
| Otter | torpedo boat destroyer | 350 | 6 | 6300 | Lt.-Comdr. R. Wilkinson | Hongkong |
| Ribble | torpedo boat destroyer | 580 | — | 7300 | Lt.-Comdr. E. J. G. Mackintosh | Hongkong |
| Romulo | depot ship, submarines | 950 | — | 1400 | Comdr. N. E. Archdale | Hongkong |
| Robin | river gunboat | 25 | 2 | 240 | Lt.-Comdr. Nash | West River |
| Sandpiper | river gunboat | 85 | 2 | 240 | Lt.-Com. L. A. S. Hutton | Yangtze River |
| Snake | river gunboat | 85 | 2 | 240 | Lt.-Comdr. Maurice B. Leach | Yangtze River |
| Taku | torpedo boat destroyer | 360 | 6 | 6500 | Gunner W. H. Ryder | Hongkong |
| Tamar | receiving ship | 1650 | — | — | Commodore R. H. Anstruther, C.M.G. | Hongkong |
| Teal | river gunboat | 180 | 2 | 800 | Lt.-Comdr. Hon. G. Stopford | Upper Yangtze River |
| Thistle | river gunboat | 710 | 2 | 900 | Lt.-Com. H. R. N. Cottrill-Dorman | Hongkong |
| Triumph | battleship | 11,935 | 18 | 13,600 | Capt. P. Streetfield, M.V.O. | Hongkong |
| Ulk | torpedo boat destroyer | 350 | — | 7500 | Lt.-Comdr. Maxwell | Hongkong |
| Virago | torpedo boat destroyer | 355 | 6 | 6300 | Lt.-Com. Boddam-Whetham | Hongkong |
| Wallard | torpedo boat destroyer | 500 | — | 7500 | Comdr. Seymour | Hongkong |
| Whiting | torpedo boat destroyer | 360 | 6 | 6500 | Lt.-Comdr. R. Neville | Hongkong |
| Widgeon | river gunboat | 195 | 2 | 800 | Lt.-Com. J. C. F. Borrett | Upper Yangtze River |
| Woodcock | river gunboat | 150 | 2 | 600 | Lt.-Com. M. Blackwood | Yangtze River |
| Woodlark | river gunboat | 150 | 2 | 600 | Lt.-Comdr. Lloyd | Yangtze River |
| Yarmouth | light cruiser | 2250 | — | 22,000 | Capt. H. L. Cochrane | Shanghai |
| C.36 | submarine | — | — | — | Lt.-Comdr. F. J. McGillivray | Hongkong |
| C.37 | submarine | — | — | — | Lt.-Comdr. J. Gaines | Hongkong |
| C.38 | submarine | — | — | — | Lt.-Comdr. R. K. O. Pope | Hongkong |
| .035 | torpedo boat | — | — | — | Lt.-Comdr. Handley | West River |
| .036 | torpedo boat | — | — | — | Lt.-Comdr. Stileman | West River |
| .037 | torpedo boat | — | — | — | Lt.-Comdr. Rood | West River |
| .058 | torpedo boat | — | — | — | Lt.-Comdr. H. W. Seymour | Hongkong |

* Flagship of Vice-Admiral T. H. M. Jerns, C.F., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

| Name | Flag and description | Tonnage | Armament | Comd. | Commander | Last report to |
|---|--------------------------|---------|----------|--------|--------------------------------|----------------|
| Kaiserin Elisabeth | Austro-Hungarian cruiser | 2000 | — | — | Capt. Makovitz | Esochow |
| Dupleix | French armoured cruiser | 10,014 | 30 | 20,000 | Capt. Daveluy | Hongkong |
| Kleber | French armoured cruiser | 9730 | 18 | 19,000 | Capt. Gouta | Saigon |
| Decidie | French gunboat | 845 | 10 | 7300 | Lt.-Comdr. Vandier | Saigon |
| Argue | French river gunboat | 180 | 8 | 570 | Lt.-Comdr. Dordet | Canton |
| Vigilante | French gunboat | 123 | 7 | 500 | Lt.-Comdr. de Jerville | Canton |
| Pelito | French gunboat | 130 | — | — | Lt.-Comdr. Collin | Tientsin |
| Dordard de Lagree | French gunboat | — | — | — | Lt.-Comdr. Dupuy Dutaup | Tientsin |
| * Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station. | | | | | | |
| Lynx | French sub-marine | — | — | — | Lt.-Comdr. Bolux | Saigon |
| Protes | French sub-marine | — | — | — | — | Saigon |
| * Styr | French armoured gunboat | 1736 | 10 | 1700 | Lt.-Comdr. Guillaume-Louis | Saigon |
| Frome | French destroyer | 320 | 7 | 300 | Lt.-Comdr. Auillac | Saigon |
| Iberville | French destroyer | — | — | — | Capt. de Frigete Rouien | Saigon |
| Pistolet | French destroyer | 130 | 7 | 300 | Comdr. de Marquessar | Saigon |
| Mousquet | French destroyer | 307 | 6 | 300 | — | Saigon |
| Manche | French surveying ship | 1235 | 10 | 9000 | Comdr. Voisin | Saigon |
| * Flagship of Capt. (Commodore) Benoit, Commanding the local defence force in China. | | | | | | |
| Kronos | German cruiser | 3600 | 22 | 13,500 | Capt. v. Reibnitz | Saigon |
| Graunke | German armoured cruiser | 11,500 | 26 | 25,000 | Capt. Brunninghaus | Saigon |
| Illis | German gunboat | 900 | 13 | 1300 | Comdr. v. Gohren | Shanghai |
| Jaguar | German gunboat | 900 | 13 | 1300 | Comdr. Vanselow | Tientsin |
| Leipzig | German cruiser | 3250 | 24 | 11,000 | Capt. Bekke | Tientsin |
| Luchs | German gunboat | 900 | 10 | 1350 | Comdr. Bendemann | Tientsin |
| Nürnberg | German cruiser | 3400 | 22 | 13,500 | Capt. Mörsberger | Tientsin |
| Otter | German river gunboat | — | — | — | Capt. Lieut. Fülle | Tientsin |
| Sachsen | German flag ship | 11,900 | 26 | 25,000 | Capt. Rösing | Tientsin |
| S. 90 | German torpedo boat | 400 | 8 | 6000 | Capt. Lieut. Bernberg | Tientsin |
| Taku | German torpedo boat | 280 | 4 | 6000 | Obst. L. S. Clausen | Tientsin |
| Tiger | German gunboat | 900 | 10 | 1350 | Comdr. Röcker | Tientsin |
| Tientsin | German river gunboat | 225 | 4 | 1300 | Capt. von Möller | Canton |
| Vaterland | German river gunboat | 225 | 4 | 800 | Obst. L. S. Frick | Shanghai |
| Calabria | Italian cruiser | 4145 | — | — | Comdr. Sommi Piccardi | Shanghai |
| Adamastor | Portuguese cruiser | 1757 | — | — | Capt. Anibal de S. Dias | Macao |
| Macao | Portuguese gunboat | — | — | — | Capt. Martins | Macao |
| Patia | Portuguese gunboat | 700 | — | — | Captain José de Carvalho Orato | Macao |

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

| Name | Class | Tonnage | Armament | Comd. | Commander | Last report to |
|------------|------------------------------|---------|----------|--------|--------------------------|----------------|
| A. 2 | U. S. submarine | — | — | — | Ensign C. M. Murray | Canton |
| A. 4 | U. S. submarine | — | — | — | Lt.-Com. E. D. McWhorter | Canton |
| A. 6 | U. S. submarine | — | — | — | Ensign J. C. Van der Oer | Canton |
| A. 7 | U. S. submarine | — | — | — | Ensign C. M. Yates | Canton |
| Albatross | U. S. protected cruiser | 3435 | 10 | 7500 | Capt. M. L. Bristol | Canton |
| Belbridge | U. S. torpedo boat destroyer | 420 | 7 | 8000 | Ensign H. A. Jones | Canton |
| Berry | U. S. torpedo boat destroyer | 420 | 7 | 8000 | Lt.-Com. J. L. Hill | Canton |
| Callao | U. S. gunboat | 215 | 5 | 350 | Ensign W. L. Halberg | Canton |
| Chancery | U. S. torpedo boat destroyer | 420 | 7 | 8000 | Lt.-Com. F. J. Fletcher | Canton |
| Chinaman | U. S. protected cruiser | 3185 | 11 | 10,000 | Comdr. E. S. Robinson | Canton |
| Dale | U. S. torpedo boat destroyer | 420 | 7 | 8000 | Lt.-Com. C. A. Woodruff | Canton |
| Denton | U. S. torpedo boat destroyer | 420 | 7 | 8000 | Lt.-Com. B. H. Green | Canton |
| El Cano | U. S. gunboat | 220 | 4 | 800 | Lt.-Comdr. E. Gannon | Shanghai |
| Halona | U. S. gunboat | 1202 | 6 | 1968 | Comdr. G. R. Harrell | Shanghai |
| Mohican | U. S. station ship | 1300 | 6 | 1100 | Lt.-Com. R. V. Love | Canton |
| Monomach | U. S. monitor | 2300 | 6 | 2000 | Lt. E. P. Sears | Canton |
| Montevideo | U. S. monitor | 2600 | 6 | 2877 | Commodore J. V. Chase | Canton |
| Panama | U. S. gunboat | 265 | 5 | 800 | Lt.-Com. B. B. Taylor | Canton |
| Pescadore | U. S. repair ship | 2200 | 5 | 11000 | Lt.-Com. W. Wallace | Canton |
| Pomper | U. S. gunboat | 2200 | 5 | 800 | Lt.-Com. W. C. Wallace | Canton |
| Quincy | U. S. gunboat | 2200 | 5 | 800 | Lt.-Com. W. C. Wallace | Canton |
| Rainbow | U. S. station ship | 1300 | 6 | 1100 | Lt.-Com. D. W. W. W. W. | Canton |
| Renzo | U. S. gunboat | 2200 | 5 | 800 | Lt.-Com. D. W. W. W. | Canton |
| Saratoga | U. S. armoured cruiser | 8115 | 24 | 17,000 | Comdr. E. S. Robinson | Canton |
| Vila Rica | U. S. gunboat | 2200 | 5 | 800 | Lt.-Com. D. W. W. W. | Canton |
| Whitman | U. S. gunboat | 2200 | 5 | 800 | Lt.-Com. D. W. W. W. | Canton |
| Wyandott | U. S. gunboat | 2200 | 5 | 800 | Lt.-Com. D. W. W. W. | Canton |

* Flagship of Vice-Admiral T. H. M. Jerns, C.F., Commander-in-Chief.

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dairy and fruit supplies has been extensively applied, but, for the some reason, it has not been accepted by the agriculturalists in England. Otherwise it would be possible to consign so much of dairy produce, and of fruit, as would completely fill a wagon, so that the ratio of paying to non-paying load to the transit would be normal. This point also covers the complaint that foreign produce is charged at lower rates. It comes in ship-loads, is forwarded in completely filled train-loads, and consequently the ratio of the non-paying load to the paying load is at its minimum. Moreover, the steamship owners themselves are willing to accept lower through rates for both ocean and land transport, because they are anxious that their ship should be filled up to its fullest capacity, since the cost of a voyage with 3000 tons in the hold is practically as great as with 3500 tons, when this latter cargo can be taken. The owners are therefore willing to take an extra 500 tons at a lower rate, although they have to pay the railway companies rather more than they themselves receive. Again, as terminal charges bulk so largely in the total cost, especially where these include delivery in a large centre, the rate per ton, per mile is not so great a determining factor as is sometimes assumed. Indeed, it may pay a railway company to convey for a much lower ton-mile rate a large consignment of goods for conveyance from one large centre to another, 100 miles apart, than were the distance only 10 miles. The disclosure of the economical effects of railways of such facts and study of them by the general public as well as the trader must tend to a clearer conception of the true relation of railways to the community.

As regards passenger traffic, there will also be gain in the better understanding of the conditions prevailing on State-managed lines abroad. Only those who have travelled abroad completely realise the greater facilities afforded by the railway companies in England, not only in respect of frequency of service, but also in fares, particularly in week-end and excursion rates. It will be well if a wider knowledge of such facts is disclosed. The hope of the advocates of nationalisation is that rates will be reduced alike for merchandise and passengers, and this expectation has been partly engendered by the working agreements recently entered into by some of the large lines. Such agreements, it is contended, have minimised competition, particularly in country districts, where, it is said, the absence of competition has brought about changes in passenger and freight traffic which are not conducive to the prosperity of such districts. Comparison is made with former conditions, which it was found were unprofitable, largely as a consequence of the increased expenditure due to Parliamentary enactments and labour exactions.

THE TRADERS' COMPLAINTS AGAINST RAILWAYS.

As the nationalisation of the railways at Home bids fair soon to become a question of the utmost importance it is interesting to read what has led up to the present situation. The inquiry by the Royal Commission, we learn, has been determined upon in a large measure as a result of complaints by traders, who contend that the railway companies seem to have quoted to some differential rates for corresponding merchandise or minerals as compared with those given to others. There is a strong demand for "equal mileage rates." In this we have one of the instances of the importance of fuller knowledge being rendered available for the general public. The cry for equal mileage rates is about as defensible as the demand for, should we say, an equal price for all ladies' dresses, or an equal price per ton for all steamships, irrespective of the work done, or the resultant effect. We have referred to the complexity of railway management, and there is no department of it involving greater difficulties than the arrangement of the rates of freight. All freights are classified under eight departments, and it is too readily assumed that, this having been done, a standard rate for each per ton mile can easily be arranged. The conditions, however, vary considerably. The actual haulage charges constitute only one part of the cost of moving material from the consigner to the consignee. There is, first, the question of the relation between the weight of the material consigned and the tare of the wagon to convey it. It is curious that, although it is well within the experience of the layman that 10 tons may be practically as cheaply conveyed as 1 ton in a wagon, he fails to understand why the railway rate should not be the same per ton-mile for the one as for the 10 tons. In respect to agricultural produce, a dealer has been turned to this point. In Continental countries the practice of co-operation in the forwarding of

NEWS OF THE DAY.

LOCAL AND GENERAL.

A clock, valued at \$12, was stolen from the Indian mosque in Shelley Street yesterday.

Mr. Alvo Taylor, the 5'11" tall champion, who visited Hongkong last winter, is touring New Zealand.

A Chinese accountant was found dead in the basement of his residence at 123, Hollywood Road, yesterday, with a wound in his throat. It is supposed that he committed suicide.

The police raided a house in Stanley Street yesterday and seized a quantity of counterfeit Chinese bank notes. Five men were arrested and were remanded in custody this morning from the Police Court to await trial.

A man arrested in a raid on a counterfeit Chinese note manufactory on Lantau Island was remanded at the Police Court this morning. In the raid the police seized a complete printing plant and nearly 1,000 counterfeit \$5 bills.

Messrs. Molchere & Co., local agents for the Norddeutscher Lloyd inform us that they have received a wireless message via Lantau from their mail steamer Durol stating that she will probably arrive in Hongkong at 2 o'clock tonight.

A beggar at Wolf Point, after receiving assistance from an Indian watchman, stole the Indian's boots. Sentence of a month's imprisonment, with four hours' stocks was passed on the ungrateful Chinese at the Police Court today.

Entering No. 253, Des Vaux Road (Central), through an open roof door during the night a thief stole a quantity of silk clothes worth \$200 and a silver watch. When the watchman discovered this, he went to the thief's room and found him sleeping. He was arrested and is now in custody.

Nine men, one of whom was armed, broke into a warehouse at Tak Min, Chin Wan district, during Wednesday night and after tying up the owner and his two sons stole his cash and other property of the total value of \$90. The robbers sailed away in a small boat to Lam Tau Island.

The S.S. Taiwan was considerably delayed on her trip from Macao to Hongkong yesterday afternoon by one of the Chinese passengers jumping overboard. A life belt was thrown to the man and the steamer circled round but the man was drowned. It is stated that he left a letter to a friend in Hongkong announcing his intention of taking his life and asking him to look after his son.

A struggle occurred at the Peak yesterday between a couple of chair coolies and a lunko, who caught one of them in the act of committing a nuisance. The lunko was hit on the head with a stick by one of the men and the other seized him by the waist. He managed to arrest one of them and the second one was also caught eventually. At the police court this morning the one who committed the nuisance was fined \$7 and the second one \$5 for assault.

THE GREAT NORTHERN CABLE.

Why The Japanese Government Did Not Buy It.

Mr. Watanabe, the Chief of the Foreign Service Bureau of the Department of Communications, explains why the Japanese Government did not buy the cable from the Great Northern Telegraph Company last year.

When the issue of the cable monopoly in Japan possessed by the Great Northern Telegraph Company expired on December 24th, 1912, the Japanese Government opened negotiations for obtaining the right to lay an independent cable from Nagasaki to Shanghai. In the course of the negotiations, criticisms were often heard, wondering why the Government did not buy the cable already in operation. The Great Northern has two lines, operating today, and nets a profit of nearly 1,000,000 yen a year. Besides, by special agreements with Russia and China, the Company still has a monopoly of carrying the lines for the next 15 years and also the right to maintain the same in Japan. It would require, therefore, the sum of about 20,000,000 yen to purchase the whole cable, and the financial condition of Japan does not allow the purchase.

Furthermore, in view of the increasing communications between Japan and Shanghai every year, the Japanese Government thought it unwise to leave this important connection to the monopoly of a foreign company, and negotiated for the right of laying an independent cable. By obtaining this right, Japan is now able to hold direct communications with China and Korea in the Japanese language, and to establish direct communication with Russia and the United States.

A GERM DESTROYED.

When a large steamer from the German line was wrecked on the coast of the Philippines, the ship was completely destroyed. The crew and passengers were rescued, but the ship was a total loss.

THE EXTRADITION CASE.

CANTON OFFICIAL WANTED.

Alleged Misappropriation of \$150,000.

The hearing of evidence against the former Superintendent of the Canton Treasury, Chung Sau Nam alias Chung Hui Nam, whose extradition the provincial Chinese Government is seeking on a charge of misappropriating \$150,000 of Government money, was resumed at the Magistracy before Mr. J. B. Wood today.

Mr. M. W. Slade, K.C., and Mr. Eldon Foster (instructed by the Assistant Crown Solicitor, Mr. P. M. Hodgson, and Mr. B. F. C. Master, of Messrs. Johnson, Stokes and Master) appear for the prosecution, and Sir Francis Pigott, K.C., and Mr. C. G. Alabaster (instructed by Mr. G. K. Hall Brutton and Mr. W. B. Hind, of Messrs. Brutton and Hottel) appear for the defence.

After our report closed last evening Mr. Slade finished the reading of an affidavit made by Chung Sau Nam in a civil action pending in the Supreme Court of this Colony, describing certain banking transactions which he undertook on the instructions of the rebel Governor-General of Kwangtung, Chan Kwong Ming. According to this document Chung Sau Nam was asked to raise \$250,000 for him, but there was not this amount in the Treasury. Eventually defendant raised \$150,000 which he transferred to Hongkong banks by draft. The affidavit also referred to the difficulty which Chung Sau Nam had in establishing his identity in Hongkong and to how subsequently he transferred the \$150,000 to accounts in his own name in Hongkong banks on fixed deposit. One or two days after he had done this, he continued, as Chan Kwong Ming's request he called on him on the steamship York. Chan Kwong Ming asked him to hand over the money, but there was some difficulty owing to most of it being on fixed deposit. He therefore took Chan Kwong Ming \$100,000 of his own personal money and the draft note for \$50,000 on the International Bank, with a letter to the manager of the local branch of the latter bank informing him of the transfer.

Mr. Slade, commenting on the statements in this document, said the story of the payment of the money to the ex-Governor-General could not be true as the York was near Singapore at the time the deposits were made by Chung Sau Nam.

A witness from the Canton Treasury, who signed the order for the payment of the \$150,000 was next called.

Cross-examined by Sir Francis Pigott he admitted that he worked for the Treasury before, during and after the revolt. Sir Francis Pigott: So you had no political sympathies? "How happy could I be with either?" (Laughter.)

Mr. Hind (interjecting sotto voce): The Vicar of Bray is laughing.

The witness blantly replied, "I work for the government."

Sir Francis Pigott: And you don't care which government is in power!

TO-DAY'S PROCEEDINGS.

Nga To Ting, clerk in the Treasury at Canton, stated that he was formerly a clerk in the Financial Office. He was transferred to the Treasury on July 20th. Defendant was at that time Superintendent of the Treasury. Witness' appointment was made a few days prior to the defendant's. He was in his present post on August 4th. On that day the defendant approached him and asked witness to produce the paying out book commencing the first month of the first year, and handing on to him. The book was handed to him, and witness went with him to his office, and witness went with him to his office, and witness went with him to his office.

Cross-examined by Sir Francis Pigott: The office in which witness was engaged was a newly created department in the Finance Commissioner's office. His duties were to pay out and receive money. The department was created on the 20th July this year. Books 12 to 18 months old were handed over to the custody of the new department because they contained entries of previous payments and receipts.

May I take it that all the cash receipts in the office were passed over to your bureau?—Yes.

Were there many of them?—More than ten for payments out. Another man had charge of the books for receipts.

How many years back did the books go?—They were only books of the Republic, not of the monarchy.

When did the Republic start?—Every body knows when the Republic was started. It was the year before last but I don't remember the date.

I thought you said everybody knew (Laughter). What did you do with the books when you got them?—Put them in the cupboard.

Did you examine them beforehand?—Yes, and made a list of them.

What did the book in question contain?—Accounts.

What sort of accounts?—Accounts of money paid out.

THE EXTRADITION CASE.

THE FERRY DISASTER.

FURTHER EVIDENCE.

Launch Cut in Two.

Verdict of Misadventure.

The Magisterial inquiry into the circumstances of the death of one of the victims of the recent disastrous collision between the Sochu Maru and the Wa Sang, one of the Yau-mat Ferry boats, was resumed today by Mr. F. A. Hazell at the Magistracy.

After we went to press last evening Mr. William Curwen, headmaster of Yau-mat School, who was the only European on board the ferry launch, said he was sitting on the bridge reading a newspaper. He looked round and saw the steamship approaching the launch fifteen to twenty yards distant. He ran to the deck and dived from the side furthest from the steamer, and after he had been in the water about the minutes was picked up by a launch. He could not say whether the launch or steamer whistled or the launch engine-room bell was rung previous to the collision.

Questioned by Mr. Harris, witness said that he could not estimate the speed at which the Sochu Maru was going, but he seemed to be going very fast. But then, they should understand, the steamer was almost on top of the launch. He had not the slightest idea of the speed at which the launch was going when he dived off. He could not say whether she stopped or not.

Mr. Davidson: What happened to the steamer after the collision?

Witness: It was like this. I came down the stairs and jumped overboard as fast as I could. The first time I came up I came up under the bows of the Sochu Maru. I went down again, and the next time, I came up, I was at the side of the hull. I went down again for the third time, to try to get clear. I heard the propellers going and I thought I was finished. Then, when I came up the next time she passed and I said "Ta, ta." (Laughter.)

Mr. Curwen added that after the collision the Sochu Maru seemed to go straight ahead and then she curved round to the left.

The first witness examined this morning was a Chinese draughtsman employed in the reclamation works at Yau-mat who crossed from Hongkong to his work on the wrecked launch. He first saw the Sochu Maru when the ferry boat crossed the bows of the Blue Funnel Line steamer; previous to that the launch had sounded her whistle. The steamer was about eighty yards distant when he first saw it. He could not say if the coxswain rang the telegraph bell, but he heard passengers shout to him to go astern. The launch appeared to slow down just before the collision. The Sochu Maru was travelling at a high speed—much faster than the ferry—but he could not estimate it correctly.

A Chinese boy employed as a box-maker at 8, Pottinger Street, who gave his evidence in a very intelligent manner, said he was very much excited at the time of the collision but he heard the launch whistle sounded. Asked how fast the steamer was travelling he said she was travelling ordinarily.

A Chinese ship's steward agreed with other witnesses that the launch slowed down a little just before the collision. He did not hear the launch whistle sounded. The speed of the steamer seemed very fast.

James Macdonald, government marine surveyor, said he had examined the Wa Sang twice since the collision. The vessel was cut clear through and was lying in two sections on the beach at Mong Kok; she must have been in this condition when she was raised from the harbor bed. From the way she was damaged she must have been struck about at right angles by a steamer travelling at about nine knots; the blow could not have been a glancing one. On his second visit he examined the engines and valves and found them set ahead with the stop valve full open. This was consistent with the theory that the launch was going full speed ahead at the time of the collision. On his first visit he gave no instructions that the engines were not to be touched but as two of the high pressure eccentric rods were bent it would have been almost impossible to tamper with the engines.

By Mr. Davidson: The stop valve could have been moved after the launch was raised, but the spindle would have shown if there had been any recent movement of the valve; the newly exposed threads would have been cleaner. The launch was built in 1904 of composite wood and iron but underwent considerable repairs in 1908 and was in good condition.

P. C. B. Macaulay, who was crossing from the Naval Yard to Kowloon Point at 8.40 on the morning of the collision in No. 8 police launch, said when he had reached the naval anchorage he saw the Sochu Maru under way in the central fairway. He saw the collision and steaming full speed to the spot picked up a man and a woman who had been passengers on the launch.

By Mr. Harris: As near as he could say the ferry was steaming full speed at the time of the collision.

Answer P. C. B. For what he perceived the body of the deceased from a naval launch at the spot where the collision occurred. This corroborated the case for the Crown.

The Crown's case was that the launch was going full speed ahead at the time of the collision and that the steamer was travelling at a high speed.

Mr. Harris called attention to the fact that the launch was built in 1904 and that it had undergone considerable repairs in 1908.

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PIRACY OFF MACAO.

PORTUGUESE CAPTAIN SHOT.

The steamer Kwan Chai Wan, flying the Portuguese flag but owned by a Chinese firm, the Shing Hing Steamship Company of Connought Road, was attacked by pirates in the waters of Macao on Tuesday night and her captain, a young Portuguese named J. F. X. Jesus, was shot dead in his cabin. The Kwan Chai Wan is sister ship to the American which was looted a few weeks ago of \$31,000 worth of property, and she was off St. John's Island on her way to Macao from Kwan Chai Wan when the pirates held her up. The captain was asleep in his cabin when the pirates, who seem to have gone aboard as passengers, rushed in and covered him with revolvers. Roasting what was happening Captain Jesus appears to have reached out for his own firearm but before he could reach it he received a fatal wound. A Chinese companion, a quartermaster and a passenger were also shot, but their wounds, happily, are not serious. The remainder of the crew were easily overpowered and after appropriating everything worth taking the pirates left. They did not disable the ship in any way so the crew took her into Macao, where she arrived, with her flag at half-mast at seven o'clock yesterday morning. The value of the pirates' haul cannot yet be accurately estimated.

Captain Jesus was only 21 years of age and was a popular and capable officer. His death is rendered additionally sad by the fact that he was to have been married shortly. His fiancée was one of the earliest visitors to the steamer when she reached Macao yesterday morning.

Mr. J. J. Leiria, Portuguese Consul, was advised at seven o'clock last night by Governor Sanches Miranda, of Macao that an enquiry was held yesterday at the Macao Harbour Office into the circumstances of the tragedy. It was found that the crime was committed in Chinese waters, near the island of Kaulin; and that the pirates embarked at Kwongshanwan as passengers. Other evidence showed that the Chinese pilot was wounded.

It appeared to be the immediate cause of the disaster. He pointed out that these statements had not been borne out by the evidence and said it did not seem to him to be any part of the duty of the solicitor for the Crown to indulge in theories.

Mr. Kemp said he merely put forward the theory as a convenient frame upon which to put the facts before the jury. Possibly the evidence was a little different from what he expected it to be. He had intended to refer to this.

Mr. Kemp then summed up the evidence and the possible points upon which the captain of the Sochu Maru and the coxswain of the Wa Sang respectively might, possibly be said to be negligent for to have committed errors of judgment.

Mr. Harris pointed out in answer to one of Mr. Kemp's submissions, that had the Wa Sang changed her course or speed in the circumstances obtaining at the time of the collision the coxswain would have been guilty of a breach of the international collision regulations.

His Worship, in the course of his summing up, said he put it to the jury that on the evidence the captain of the Sochu Maru did not exceed a speed of nine knots—the speed allowed by the regulations—and therefore he could not be found guilty of gross negligence. Whether the coxswain of the launch stopped or went ahead he did not think the jury could put the coxswain's conduct higher than a mere error of judgment; it certainly could not come within the meaning of gross negligence.

The jury returned a verdict of death from misadventure.

His Worship said he entirely agreed with the verdict.

THE LATEST ANDREW CARNEGIE STORY.

The "British Weekly" has an excellent article on the late Andrew Carnegie story. During a visit to Florida, the millionaire, attended a service in a little negro church. When the contribution plate came around Mr. Carnegie dropped a five-dollar bill upon it. After the contents of the plate had been counted, the clergyman arose and announced: "Brethren and sisters, the collection this evening seems to figure up six dollars and forty-four cents; and if the five dollar bill contributed by the gentleman from the North is genuine, the repairs on the sanctuary will begin immediately."

MADAME SARAH BERNHARDT.

In M. Trietan Bernard's new play, "Jeanne D'Arc," now being rehearsed at the Theatre Sarah Bernhardt, the great actress plays the title part, which is that of a poor woman. In one scene the heroine has to buy eggs. It was then the important question arose—important for the actress, at least—how to buy eggs. The answer was given by M. Trietan Bernard, who said: "Buy eggs, my dear Jeanne, buy eggs, my dear Jeanne, buy eggs, my dear Jeanne."

Should they be slipped into a paper, or be wrapped up in paper, or even in a paper bag? M. Trietan Bernard, who is a very clever man, said: "Buy eggs, my dear Jeanne, buy eggs, my dear Jeanne, buy eggs, my dear Jeanne."

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| EMPEROR OF JAPAN, Dec. 18. | WED., Jan. 14. |
| EMPEROR OF RUSSIA, Jan. 1. | SAT., Jan. 24. |

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw 21 knot turbine steamers of 16800 tons gross—30,000 tons displacement—fastest and most luxurious on the Pacific.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamer of the Pacific Mail S.S. Co. or by the Nippon Yusen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call.

SPECIAL THROUGH RATES—(First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent,
Comptroller Street and Praya (opposite Blake Pier).

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATION. | STRAMACKS. | Sailing Date. |
|--------------------|--------------|------------------|
| MARSEILLES, LONDON | Displacement | |
| AND ANTWERP, Via | KAGA MARU, | WEDNESDAY, 1 |
| SINGAPORE, PENANG, | Capt. Sohne, | Dec. at Daylight |
| COLOMBO, SUEZ AND | Tons 12,500 | |
| ATSUTA MARU. | | WEDNESDAY, 31 |

